

LOST IN STORM

Lives and Property Are
Swept Away.

RAGES OVER SEAS

Vessels and Men Go Down in
Terrible Hurricane.

CITIES ARE AFFECTED

London, New York, and All Seaboard
Places Suffer Damage from Sudden
Onslaught—Railroads Are Tied Up
and Telegraph Wires Are Down.
Life-savers, Incensed in Ice, Strug-
gle Valiantly to Rescue the Crew
of the Bark Phinney.

With a suddenness that permitted of
no warning, the fiercest storm of the
season swept over the entire Atlantic
Ocean early yesterday morning, carrying
death and destruction to every quarter.

Rain, hail, and snow, driven by a hur-
ricane blast, added terror to the terrible
night, in the awesome blackness of which
staunch ships were beaten to nothingness
by the raging billows, their dismembered
timbers to be hurled pitilessly upon mur-
derous rocks of the lee shore.

Braze and able seamen became im-
potent in the awful onslaught of the
elements, and many found a silent grave
beneath the lashing surface of the heav-
ing sea.

Intense cold contributed its grim rigors
to the night and made doubly difficult
the work of the life-savers—heroes who,
incensed literally in sheets of ice, strug-
gled valiantly with numbed hands to
grasp the stricken from the yawning
chasm of death.

The fatalities were many, and the prop-
erty loss runs into the millions. The
destruction of the largest schooner the
world has ever known—the Thomas W.
Lawson—off the coast of England, cost
sixteen lives and \$300,000, and the annals
of maritime loss will have to record hun-
dreds of lesser casualties of the deep.
Even the stolid battle-ship squadron, ly-
ing in Hampton Roads, was so badly
shaken that those who were ashore dared
not attempt to regain their vessels.

For many miles inland the great storm
also raged. London, New York, Chi-
cago, Philadelphia, and many minor cities
suffered. Railroads are still tied up and
telegraphic communication is all but cut
off. Washington is the least affected.

New York, Dec. 14.—The season's fiercest
storm is raging along the Atlantic coast
from Maine to Florida. In the North,
snow is falling. In the South, there are
rain and sleet. The storm extends far
into the interior. A blizzard raged in
Chicago all day. From every direction
come reports of a terrific gale.

Wire communication is also prostrated.
With the West, New York has had no
connection since mid-afternoon. The
Northeast, too, is cut off. From New
York to Washington the wires are work-
ing, but beyond the latter city they are
badly crippled.

The railroads are also seriously dis-
abled. All trains are late. Many wash-
outs are reported in the South, and at
least one minor accident has occurred as
a result of the disorganization of the
service.

Only the largest vessels are venturing
from the ports, and vessels already at
sea are running for the nearest shelter.
It is feared marine disasters will be nu-
merous, and life-savers everywhere are
alert.

Death in New York.
New York has suffered heavily from the
wind. Early in the day snow accom-
panied the gale. Later the snow turned
to rain. To-night both are falling alter-
nately.

David Dooley, address unknown, was
caught to-night under a falling chimney
on Sutton place and killed. Emma and
Lena Speitel were painfully hurt in the
same mishap.

An unidentified man was struck by a
broken flagstaff at Stanton and Colum-
bia streets and so severely injured that
he died an hour later. Minor accidents
were numerous.

Many chimneys were overturned and
numerous windows blown in, with heavy
damage to goods in the business district.
A toboggan slide was blown down at
270 Amsterdam avenue, with \$5,000 loss.

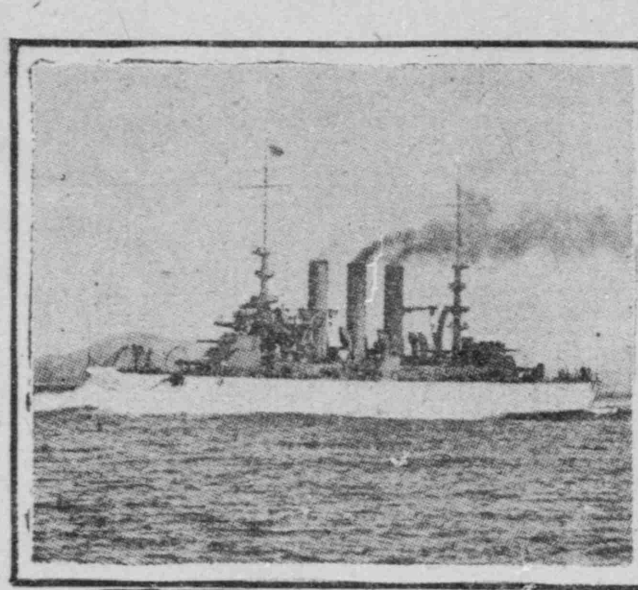
One of the four steeples of the St.
Charles Borromeo Roman Catholic
Church, 11st street, west of Seventh av-
enue, caved in about 6 o'clock. The Hudson
River in the vicinity of 121st street was
very rough about 6 o'clock, and many
small boats were torn from their anchor-
age. The Cobweb Yacht Club lost a
naphtha launch, and a number of row-
boats were blown away from shelter.

Brave Ship Goes Down.
A broken, battered bulk, fast going to
pieces under the pounding of the heavy
surf off Sandy Hook, is all that remains
to-night to tell the story of the thrilling
rescue of eleven men from the bark Ed-
mund Phinney by the breeches buoy just
before the old vessel collapsed utterly.

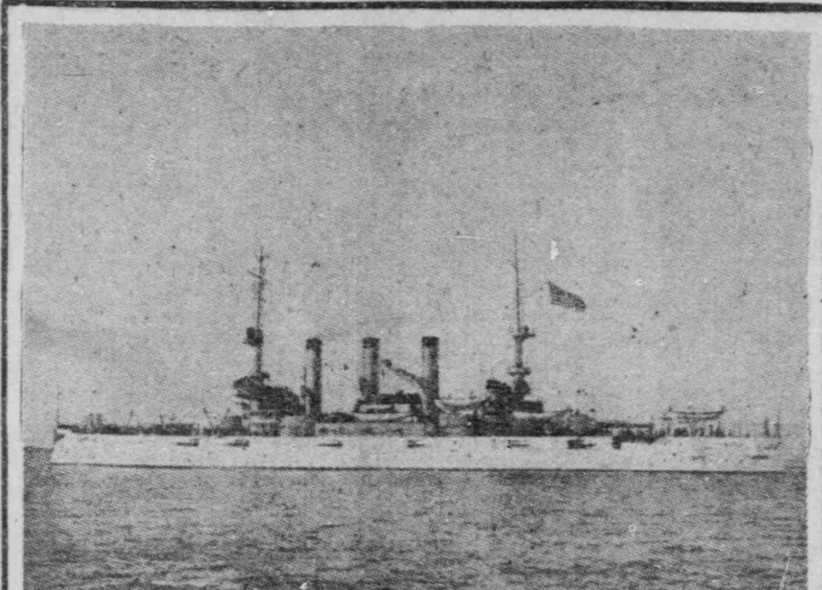
Continued on Page 5, Column 4.

Go Slow in Buying Lumber.
Prices dropping every week. Libbey & Co.,
December Prices 20 Per Cent Below
Oct. Frank Libbey & Co., 6th & N. Y. ave.

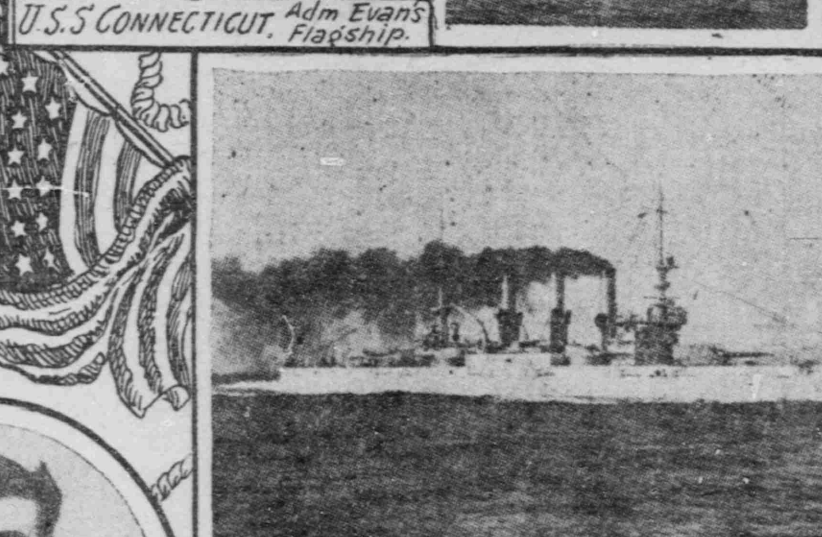
AMERICAN SHIPS OF WAR AND THEIR COMMANDERS GOING TO THE PACIFIC.



U.S.S. GEORGIA

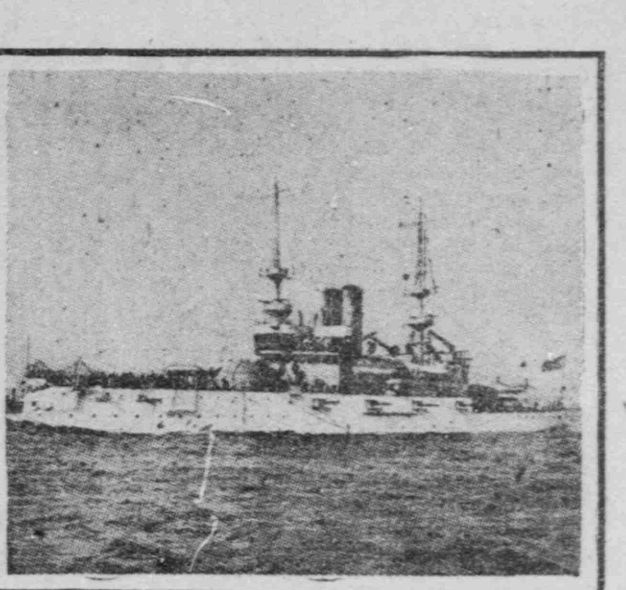
Rear Admiral
ROBLEY D. EVANS
COMMANDING

U.S.S. CONNECTICUT, Adm. Evans' Flagship.



U.S.S. MINNESOTA

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U.S.S. ALABAMA



Rear Admiral CHAS. M. THOMAS

Rear Admiral
CHAS. S. SPERRYDAY LASHES OUT
AT THE PRESIDENTGod Has Not Forgotten Us,
Syracuse Man Declares.

GOV. HUGHES CHEERED

Audience Told Mr. Roosevelt Is
Man of Accident.

At American Institute of Banking
Dinner in New York. University
Chancellor Mentions Washington's
Birthday Anniversary in Compari-
son of Characters—Says Pres-
ent Executive Has No Statesmanship.

New York, Dec. 14.—James Roscoe Day,
chancellor of Syracuse University and
defender of the abused rich, wasted no
breath in pronouncing Mr. Roosevelt's
name to-night, at the dinner of the Amer-
ican Institute of Banking, at the Hotel
Astor, but his allusions were about as
thin as the peek-a-boo waist that blooms
in the dog days along Broadway.

"Of statesmanship the man never had
a symptom," he declared, swinging his
right arm so energetically you could fairly
hear the whizz, "and he never would
have if he lived to be as old as Methu-
selah." (Cheers and ringing applause
from the bankers.)

"Raised by his eccentricity," continued
the chancellor, "by episodes by accident
—he is a man who seeks to stir up class
hatreds and class distinctions. Such a
man ought never be President of the
United States. (Applause.)

"Do you gentlemen know that to-day is
the 10th anniversary of the death of
George Washington? Lucky said of him
that he was a man of perfect reserve and
control. If we had only the glorious
shadow of him to-day! (Applause.)

"God Has Not Forgotten Us."

"But this very week has become a hope
to us. The indications are now that God
has not forgotten us. Only eight days
ago it seemed, indeed, that we were for-
gotten. It seemed that this country was
to probe the very depths of despair. We
were between two desperate alternatives.
(Laughter and applause.)

"Kind Providence has eliminated one
of these alternatives. It remains to be
seen whether the good sense of the peo-
ple will do away with the other alterna-
tive."

"For our own sake, let's nominate
statesmen. We have enough of them in
the country. Right here in New York
there's a man who comes pretty near
being one, I should say. Yes, I mean Gov.
Hughes, no other."

"That brought the bankers to their feet
with a hip-hip hooray, and the cheering
that started with the pronouncing of the
governor's name lasted several minutes.
Horace S. Andrews, note teller of the
Garfield National Bank, presided at the
dinner, which afforded the chancellor an
other opportunity that he was by no
means prone to throw away.

With Mr. Andrews at the guest table
were Clark Williams, the new State Sen-
ator; Barrett, of the National American
Bankers' Institute; President Poor, of the
Garfield National; Col. Fred E. Parson-
worth, secretary of the American Bank-
ers' Association; and George E. Allen,
secretary of the National Institute.

Chancellor Day was the first speaker.
He said he had been out of joint with
things for a year and a half, but that he
was getting back in joint again. (Laugh-
ter.)

You Are Invited to Deposit
Your funds in the new banking house of
Union Trust Co., 15th and H sts. Greatly
increased facilities. Interest paid on all
accounts. Under control of U. S. Treasury.

ter.) He said that when he was an ac-
tive pastor he had never preached much
about hell, but he had seen a lot of men
that he thought ought to go there.
(Laughter.)

"I have no sympathy with the defama-
tion of rich men," said the chancellor;
"with holding them up to scorn merely
because they are successful. (Applause.)

Too Much Pessimism.

"That sort of thing is bad for the coun-
try, bad for trade, bad for society. There
has been too much pessimism, too much
defamation, and not enough confidence,
hope, good cheer, and good will. Now, I
don't understand the ground of these at-
tacks against the men who have done so
much for the business of the country.

"Take the railroads, for instance. It
seems that they are awful things.
(Laughter.)

"It seems they are a curse to the coun-
try. They ought to be restricted, limited
in their fares and tariffs, embarrassed
as much as possible, crippled, slammed
right and left. (Laughter.)

"Well, at noon to-day I was at work
in my office, 300 miles away. I took a
train. It was held-up by a locomotive
off the track. Then it ran into a snow-
storm. Yet here I am, 300 miles from
home, and I have been here some time.
And the institution that does so much
for me is about the most unpopular busi-
ness in the country to-day. (Applause.)

Chancellor Day condemned those that
attacked corporations without excellent
reasons, as he said, without giving the
people dates, addresses, and figures.

"Why, it seems that the banks are all
rotten," he continued in savage irony.
Yet, in my opinion, this is the best day
the world has ever seen in integrity,
morals, and business honesty, and Mon-
day will be better than to-day. (Applause.)

"We are told," said the chancellor, sar-
castically, "that ships make the storms.
Do you know how storms are made? First,
there is a lot of hot air. That produces
high winds. Then comes the tor-
nado. (Laughter.)

Assault on Business.
"It has been shown that it is possible
for men to attack corporations and the
business credit of the country so that the
people will lose confidence and withdraw
their money from trade. The railroads
then cannot negotiate their securities.
Business houses cannot obtain money.
The workmen are forced to the streets.
There is general stagnation. What causes
it? Assault on business by high au-
thority. (Applause.)

"A storm at sea is dreadful enough;
but suppose there is a panic aboard the
ship which struggles with the storm.
Suppose the captain of the ship runs up
and down the deck, cursing the better
class of passengers, accusing them of
stealing the life boats and robbing the
women and children, charging them with
being predatory scamps (laughter) who
are trying to make profit of their com-
panions' misfortune? In the past few
weeks we have learned how dangerous it
is to talk epithetically."

"There is not a member of the com-
mission," he said, "and I except none of
them, who could get a job as brakeman
on the hind end of the train of com-
merce. (Laughter and applause.)

"Instead of selecting 'adventurous' em-
ployees for the Presidency, we need men
of the type of Lincoln and McKinley."

Christmas Holiday Rates.
Southern Railway has authorized re-
duced round trip rates about Christmas
holidays; dates of sale, December 20 to
25 inclusive, December 26 and 27, and Jan-
uary 1; final limit, January 6, 1908.

Clear Ceiling (Beaded) \$2.00 per 100 ft.
Frank Libbey & Co., 6th & N. Y. ave.

A la Carte Lunch Served Daily
At Eckstein's from 12 to 3, 1412 N. Y. ave.

FORMATION OF THE FLEET.

Rear Admiral Robley D. Evans, Commanding.

FIRST DIVISION, FIRST SQUADRON.

Connecticut.....Capt. Hugo W. Osterhaus

(Flagship of Rear Admiral Evans)

Kansas.....Capt. Charles E. Vreeland

Vermont.....Capt. William P. Potter

Louisiana.....Capt. Richard Wainwright

SECOND DIVISION, FIRST SQUADRON.

Georgia.....Capt. Henry McCrea

(Flagship of Rear Admiral Henry McCrea)

New Jersey.....Capt. William H. H. Southerland

Rhode Island.....Capt. Alfred Reynolds

Virginia.....Capt. Seaton Schroeder

THIRD DIVISION, SECOND SQUADRON

Minnesota.....Capt. John Hubbard

(Flagship of Rear Admiral Charles M. Thomas)

Ohio.....Capt. Charles W. Bartlett

Missouri.....Capt. Greenleaf A. Merriam

Maine.....Capt. Giles B. Harber

FOURTH DIVISION, SECOND SQUADRON.

Alabama.....Capt. Ten Eyck D. W. Veeder

(Flagship of Rear Admiral Charles S. Sperry)

Illinois.....Capt. John M. Bowyer

Kearsarge.....Capt. Hamilton Hutchins

Kentucky.....Capt. Walter C. Cowles

THE AUXILIARY DIVISION.

Glacier (supply ship).....Commander W. S. Hogg

Culgoa (supply ship).....Lieut. Commander J. B. Patton

Panther (repair ship).....Commander V. S. Nelson

Yankton (tender).....Lieut. W. R. Gherardi

"BRIGHT EYES" AGAIN SUE

Annulment Proceedings Begun in
the Vanderbilt-Pepper Case.Materialized Indian Maiden Who
Urged Marriage Will Figure
in Present Suit.New York, Dec. 14.—Suit to annul
the marriage of Edward Ward Vanderbilt,
the aged millionaire lumber merchant, to
Mrs. May Pepper-Seannell-Vanderbilt,
the spiritualistic high priestess, was be-
gun in the Kings County Court to-day.

Lawyers Arminstein and Perl, who served
the papers on Mrs. Vanderbilt, say the
suit is based on the recent legal decision
that Vanderbilt is mentally incompetent.

The latter litigation was instituted by
Vanderbilt's daughter by a previous mar-
riage, Miss Minerva Vanderbilt.

She has also secured Mrs. Vanderbilt's
indictment upon the grounds that the
means she used to induce Vanderbilt to
transfer valuable property to her amount-
ed to larceny.

Vanderbilt had admitted in court that
the spirit of his former wife advised him
to marry the spiritualist, speaking
through the medium of "Little Bright
Eyes," an Indian ghost, materialized by
the present Mrs. Vanderbilt. "Little
Bright Eyes" will also figure in the an-
nulment proceedings.

EXPLOSION IN WALES MINE.

Six Bodies Found, but Other Work-
ers Are Believed Dead.London, Dec. 14.—A terrible explosion
occurred at the Dinas Colliery in
Wales to-day. Fortunately only twelve
men were below the surface at the time,
the others having come up to receive
their weekly pay.

The disaster which caused the accident
was brought about by the firing of
a shot to signal the change of shift. All
of the headgear of the top shaft was
blown out and there was a great fall of
rock internally. The rescuers are still at
work.

Six bodies have been found, but it is
believed that the death toll will be longer.

A la Carte Lunch Served Daily
At Eckstein's from 12 to 3, 1412 N. Y. ave.

JOHNSON NOT TO AID BRYAN.

Believes in Nebraska's Chances,
but Stays in Cleveland.

Cleveland, Ohio, Dec. 14.—Declaring that
no one of the other Democrats men-
tioned for the Presidential nomination
had a chance to snatch the place at the
head of the 1908 ticket from William Jen-
nings Bryan, Mayor Tom L. Johnson to-
night said that he would not journey to
New York to help boom the Nebraska
in the big Democratic mass meeting
planned for Monday evening.

It had been announced that the Cleve-
land mayor would be one of the prin-
cipal speakers.

"I will not go to New York on Monday,"
said the mayor.

Then, of Bryan's chances, he said:
"Everybody I saw in Washington is for
him. No one mentioned any one else,
and the talk of Gov. Johnson, or any
other candidate, I believe is not autho-
rized. No one has a chance for the nomi-
nation except Col. Bryan."

DISCHARGED, HE ENDS LIFE.

Hospital Attendant Shoots Himself
in Presence of Physicians.

Morristown, N. J., Dec. 14.—John V.
Haske, an attendant at the State Hos-
pital for the Insane at Morris Plains,
who was discharged yesterday for ill-
treating a patient, committed suicide by
shooting himself through the head with
a revolver while in the presence of a
number of the physicians and others con-
nected with the institution.

He died in an ambulance on the way
to All Souls' Hospital.

The bullet entered the right temple
and lodged in the brain. Haske was em-
ployed at the State Hospital for several
years.

Col. Arthur S. Colyar Dead.
Nashville, Tenn., Dec. 13.—Col. Arthur
S. Colyar, lawyer, statesman, editor, and
author, died to-day at his home in this
city, aged ninety years. He filled the
position of editor of the Nashville
American for five years, and for two
years was editor of the Nashville
Union. Col. Colyar was the author of
a life of Gen. Andrew Jackson.

To See Battle Ships of North Atlantic
Squadron in Hampton Roads.
Take steamers of Norfolk and Washing-
ton Steamboat Co., leaving 7th St. Wharf
6:30 p. m. daily. For schedule see page 7,
Third Section.

Social Democratic Members of the
Donna Condemned to Exile.
St. Petersburg, Dec. 14.—Ten of the Social
Democratic members of the last Donna,
whose anti-government activity indirectly
led to the body's dissolution, were sent
to Siberia for life to-day.

Eight were condemned to five years in
the mines and several others received
shorter terms of exile.

J. H. Small & Sons, Florists,
Washington and New York.
Wide Boards, \$2.00 per 100 Feet.
Frank Libbey & Co., 6th & N. Y. ave.

EAGER TO SAIL

Men of the Battle Fleet
Await Command.

RESPITE FOR PLAY

Officers and Jackies Enjoy
Last Hours Ashore.

CUPID HAS HIS INNING

"The Light that Lies in Woman's
Eyes" Beams Softly Upon Depart-
ing Warriors, Who Mingle Words
of Love with the Demands of Duty.
All Feel Certain that the Great
Ships Are Destined for Far East.

Fort Monroe, Va., Dec. 14.—Every ship
of the fleet is loaded down to the water-
line, and every preparation for sailing on
Monday, when President Roosevelt gives
the starting order, is finished.

The ships could now start at a mo-
ment's notice. The officers and crews are
impatient to be off. Social ties alone re-
strain this impatience to feel the throb
of the screws of the ships.

The attitude of officers and men toward
the long cruise is revealed officially by
this formal statement, issued to the
newspaper men this afternoon by Rear
Admiral Robley D. Evans, the com-
mander-in-chief of the fleet:

The Admiral's Message.

"You ask me, on the eve of the de-
parture of the fleet, to give you some
words to lay before the people of the
United States. I therefore ask you to
convey to the people the sincere thanks
and hearty appreciation of the officers
and men of the fleet for the great in-
terest which the country at large is
taking in our movements. We feel the
responsibility which the people have laid
upon us by their interest in past years
in creating and maintaining this splendid
fleet, and in the continuation of that in-
terest which now fits us out complete in
every particular and sends us out on this
great practice cruise to visit our friends
and supporters on the Pacific Coast of
our country.

"I am sure that every officer and man
in the fleet will feel it not only a duty,
but a pleasure, to repay the people for
their interest by absolute fidelity to the
trust imposed upon him in small things,
as well as in large.

Hopes for Warm Welcome.

"I hope that when we arrive home the
people will have for us a welcome as
warm as is the 'God-speed' which they
give us on our departure, and that, should
our Commander-in-chief then decide to
send us on a mission of peace and good
will to the nations of the other hemis-
phere, the same warm interest will
follow there in the future as it always has
in the past."

The reference to a possible "mission of
peace and good will to the nations of the
other hemisphere" indicates better than
anything that has been said yet by an
authority what the real destination of the
fleet is to be.

It is denied that even Admiral Evans
knows where the ships are going after
they reach San Francisco. He has told
his officers that he has no information
on the subject. That is true, strictly
speaking, but there is not the slightest
doubt that every officer from the highest
to the lowest believes that the real des-
tination of the fleet is the Philippines, and
that only one-half of the ships will come
home.

Destiny of the Ships.

Those which do come back will make
the trip by way of Suez. It will, there-
fore, be a round-the-world trip for one-
half the fleet. The new battle ships that
are coming out from the Atlantic coast
within a year will augment the Atlantic
fleet to twelve or fourteen battle ships.
The result will be two "battle fleets," as
President Roosevelt designated this fleet
within a year or eighteen months—one in
the Atlantic and the other in the Pacific.

Another significant thing that fairly
started every man on these ships was an
order that came from Washington yester-
day to leave behind every Japanese
steward and cook on the ships. It was a
surprise, but much as these servants are
rated individually there was no regret
from the officers. Every officer said he
was glad of it, and when he said it
there was usually a peculiar glint in his
eye that may be interpreted by each ac-
cording to his own peculiar temperament.

"The Japanese didn't like it. Some of
them wept, for they are deeply attached
to their officers. They were sent to re-
ceiving ships. If these ships ever go to
Japan there will be no Japanese servants
on them to whisper tales. The order to
discharge them or caused many a man to
guess, more or less wisely, as to where
the fleet is going.

Give Way to Pleasure.

Old Point Comfort never saw more
spirited scenes than are taking place at
the Hotel Chamberlin. It is literally
crowded to the doors with the sweet-
hearts and wives of the officers. Last
night a farewell reception took place. A
fierce storm came up, and scores of offi-
cers could not reach their ships because
the launches could not weather the gale.

Early arrivals this morning, bedraggled
and soaked from the heavy seas of the
Chesapeake Bay, that rivaled in rough-
ness the British Channel, were astonished

Continued on Page 11, Column 5.

Baltimore and Return, \$1.25.
Baltimore & Ohio R. R.
Every Saturday and Sunday. All trains
both ways, both days, except Royal Lim-
ited. City offices, 147 G st. and 619 Penn.
ave.

Flooring Alabama (Good) \$2.00 per 100 ft.
Frank Libbey & Co., 6th & N. Y. ave.